

PROPOSAL SUMMARY

ANTIOCH-OAKLEY JOBS OPPORTUNITY ZONE

LOCAL INCENTIVES

The following represent a sample of local incentives that the proposed Jobs Opportunity Zone is eligible for:

- Completed Master and Specific Plans
- Program and project specific Environmental Impact Reports
- Streamlined application process
- Infrastructure improvements in Capital Improvement Program and through an existing financing district
- Local revolving loan fund
- Fee mitigation

The incentives are targeted to: existing regional employers who might be forced to leave in search of more affordable space; companies from outside the region whose labor needs align with the strengths of area residents; and new companies seeking office and industrial space with room to expand.

ZONE CHARACTERISTICS

The proposed Jobs Opportunity Zone comprises 500 acres of underdeveloped or previously occupied and cleared industrial properties, positioned along the principal common gateway into Antioch and Oakley. Twenty-six acres of land within the Zone are presently developed with viable conforming land uses, leaving 94% (472 acres) available for future development. The vast majority of this available land (447 acres) is planned for commercial and industrial uses.

The proposed Zone incorporates a 2.2-mile long corridor of substantially vacant properties centrally located between developed heavy industrial and residential districts. All major properties within the proposed zone are within adopted redevelopment areas for both cities.

Long, narrow parcel configurations originally oriented for easy rail access within the westerly segment of the Zone will require land assemblage and/or carefully planned reciprocal agreements for shared access and utility services. Additionally, the continued presence of rail service presents visual, safety and noise-related constraints.

The proposed Zone is located 1.5 miles from an existing BART Park and Ride Lot, which is served by Tri Delta Transit bus service. A planned circulation connection between Viera Avenue/Oakley Road and the future BART station will facilitate enhanced accessibility for area businesses.

EXISTING JOBS/HOUSING IMBALANCE

The jobs per household ratio of 0.56 in Antioch-Oakley reflects the fact that nearly three out of every five employed local residents must travel outside the sub-region to their place of employment. Because the peak-hour carrying capacity of the region's commute corridors will not change over the next 5 years, projected population gains over that period will increase congestion and air pollution, further degrading the quality of life for area residents.

DEVELOPMENT PROPOSAL

Land use within the proposed Jobs Opportunity Zone would include 416 acres of light industrial and office uses, 61 acres of specialty commercial uses, and 23 acres of focused medium density residential uses.

The proposal anticipates the construction of between 1.6 and 2.7 million square feet of commercial and industrial space along with 63 to 72 housing units during the first 5 years. Project proponents foresee build-out adding an additional 2.3 to 4.0 million square feet of commercial and industrial space and 98 to 112 housing units coming online within 10 years. The proposed timeline projects a 40% implementation during the first 5 years of the program, with the remaining 60% to be completed during the following 5 years.

The proposal includes an intensified peak-hour transit service schedule through the proposed Zone, with additional connections to the future BART Station and the proposed nearby Delta Environmental Science Center. The proposed incentives include an allocation of \$50,000 annually to subsidize the expanded service during the initial 5-year period.

Five new or expanded signalized intersections are planned to enhance carrying capacity, facilitate access to Zone properties, and improve traffic safety. Additionally, a sewer line is contemplated between Drive-In Way and Vineyard Drive, and a railroad crossing is needed on Live Oak Avenue.

JOBS/HOUSING IMPACT

Development of the proposed Jobs Opportunity Zone will create more than 10,000 new professional and skilled labor jobs at project build-out in ten years. The local ratio of jobs per household would increase by between 20% and 34% (from 0.56 to between 0.67 and 0.75) over the first 5-year development period.

The proposal incorporates the use of 23 acres for the development of a small supply of medium density housing. At build-out, the proposed Zone will create between 161 and 184 units of housing.

The proposed Zone is expected to produce a net savings of 120 million annual vehicle miles by reducing the average daily commute for area residents by 32 to 40 miles a day. Shortened commutes will impact air quality by reducing fuel consumption by 6,500,000 gallons per year at build-out.

EXISTING COMMITMENTS

Both the City of Antioch and the City of Oakley have begun work on the proposed Jobs Opportunity Zone. Land use and capital improvement planning has been completed. The City of Antioch has started the process for widening East 18th Street to increase capacity by completing the required engineering studies and allocation of local funding for the project.

The Antioch and Oakley City Councils have adopted a joint Memorandum of Understanding to coordinate the management of proposed Zone and the implementation of proposed incentive programs.

EXPERIENCE WITH SIMILAR PROGRAMS

Both the City of Antioch and the City of Oakley have significant experience with tax increment financing and the management of special zones through their respective redevelopment agencies.

Individuals involved with the project include Eli Naffah, Economic Development Director for the City of Antioch, and Ellen Bonneville, Redevelopment Director for the City of Oakley, who both have experience in promoting local job growth. Victor Carniglia and Barry Hand, the Antioch and Oakley Planning Directors, have experience in all levels of plan development. Joe Brandt and Jason Vogel, City Engineers for Antioch and Oakley, are experienced in infrastructure development and the implementation of bond-financed projects.